GOVERNMENT OF INDIA
SHIPPING
LOK SABHA

STARRED QUESTION NO:30
ANSWERED ON:25.02.2016
Inland Waterways
Adityanath Shri Yogi;Agrawal Shri Rajendra

Will the Minister of SHIPPING be pleased to state:

(a) whether the Government has sanctioned/ formulated any action plan to encourage water transport in the country and if so, the details thereof;

(b) the efforts made by the Government to make water transport easy/ easily accessible;
(c) whether despite having large network of inland waterways in the country, the Government is considering Inland Water Transport (IWT) as an alternative and supplementary mode of transportation for bulk and over-dimensional cargo and if so, the details thereof and the reasons therefor;
(d) whether the Government has conducted any study or prepared any report for comparing cost, environment friendliness, employment generation and other cost-benefit analysis for opting IWT as another mode for cargo transportation in the country; and
(e) if so, the details and outcome thereof and if not, the reasons therefor?

Answer

MINISTER OF SHIPPING
(SHRI NITIN GADKARI)

(a)to(e): A statement is laid on the Table of the House.

STATEMENT REFERRED TO IN REPLY TO PARTS (A) TO (E) OF LOK SABHA STARRED QUESTION NO. 30 BY SHRI RAJENDRA AGRAWAL AND SHRI YOGI ADITYA NATH, M.PS ON "INLAND WATERWAYS"

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(a)to(c):To promote and develop Inland Water Transport (IWT) as a supplementary mode of transport for bulk and over dimensional cargo across the country, the Government has launched an ambitious plan. The National Waterways Bill, 2015, proposes to declare 106 more inland waterways identified in 24 States as National Waterways (NWs) in additional to the existing five NWs, has been passed by the LokSabha in the Winter Session, 2015. The government intends develop these waterways in phases as multimodal hubs with rail and road connectivity. To augment and improve the navigation on NW-1 from Haldia to Allahabad on Ganga, the Jal Marg Vikas Project is being implemented at an estimated cost of Rs. 4,200 crore, with assistance from the World Bank. The project is to be completed in six years.

NW-2 on River Brahmaputra from Dhubri to Sadiya (891 km) in Assam and NW-3 on West Coast Canal from KottaPuram to Kollam along with UdhyogMandal and Champakara Canals (205 km) in Kerala are being developed and maintained with fairway of targeted depth, terminals with cargo handling facilities and navigational aids for movement of cargo vessels. These waterways are operational and vessels are plying on them.
(d)&(e): As per the Integrated National Waterways Transportation Grid Study, submitted by RITES to the Inland Waterways Authority of India in 2014, some of the important benefits of IWT mode compared to rail and road transportation are as under:
(i) Cost saving and fuel efficiency
(a) 1 Litre of fuel moves, 24 tonne - km on road, 95 tonne-km on rail and 215 tonne-km on IWT.
(b) The cost of movement of 1 Tonne /km of cargo by IWT is Rs 0.78, by railway it is Rs. 0.94 and by road it is Rs 3.04.
(c) The cost of developing waterways is much lower than rail and road network.

(ii) Environment Friendly
(a) Lower fuel consumption per tonne − km as compared to other modes.
(b) Less CO2 emission compared to other modes.
(c) Much lower land requirement.
(d) Safe mode for hazardous and over dimensional cargo.

(iii) Other Benefits
(a) Low possibility of accidents.
(b) Generates more employment.
(c) Requires less maintenance cost.
(d) Reduces road traffic congestion.
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